CAUTION
CHANGES IN BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to marking standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green, black and white vertically striped buoys to red and white vertically striped buoys and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the Defense Mapping Agency Hydrographic/Topographic Center weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

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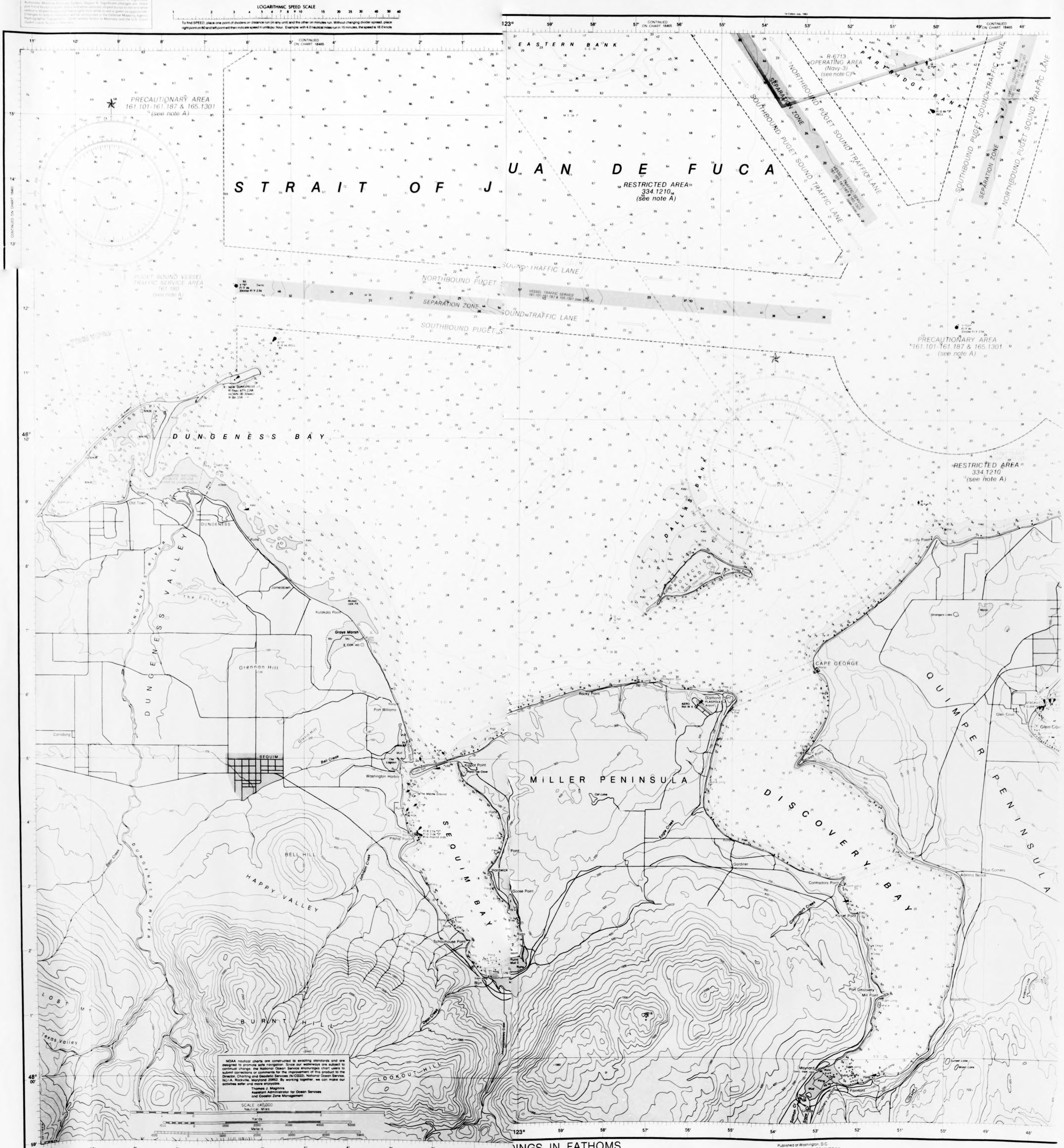

NOAA nautical charts are constructed to exacting standards and are designed to promote safe navigation. Since our waterways are subject to continual change, the National Ocean Service encourages chart users to submit corrections or comments for the improvement of this product to the Director, Charting and Geodetic Services (N/CG22), National Ocean Service, NOAA, Rockville, Maryland 20852. By working together, we can make our activities safer and more enjoyable.

Thomas J. Maginnis
Assistant Administrator for Ocean Services
and Coastal Zone Management

3rd Ed., Apr. 8/89 ■
18471

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart was produced with the aid of the National Ocean Service's computer-assisted cartographic compilation system.

SOUND
(FATH

DINGS IN FATHOMS
HOMS AND FEET TO 11 FATHOMS)

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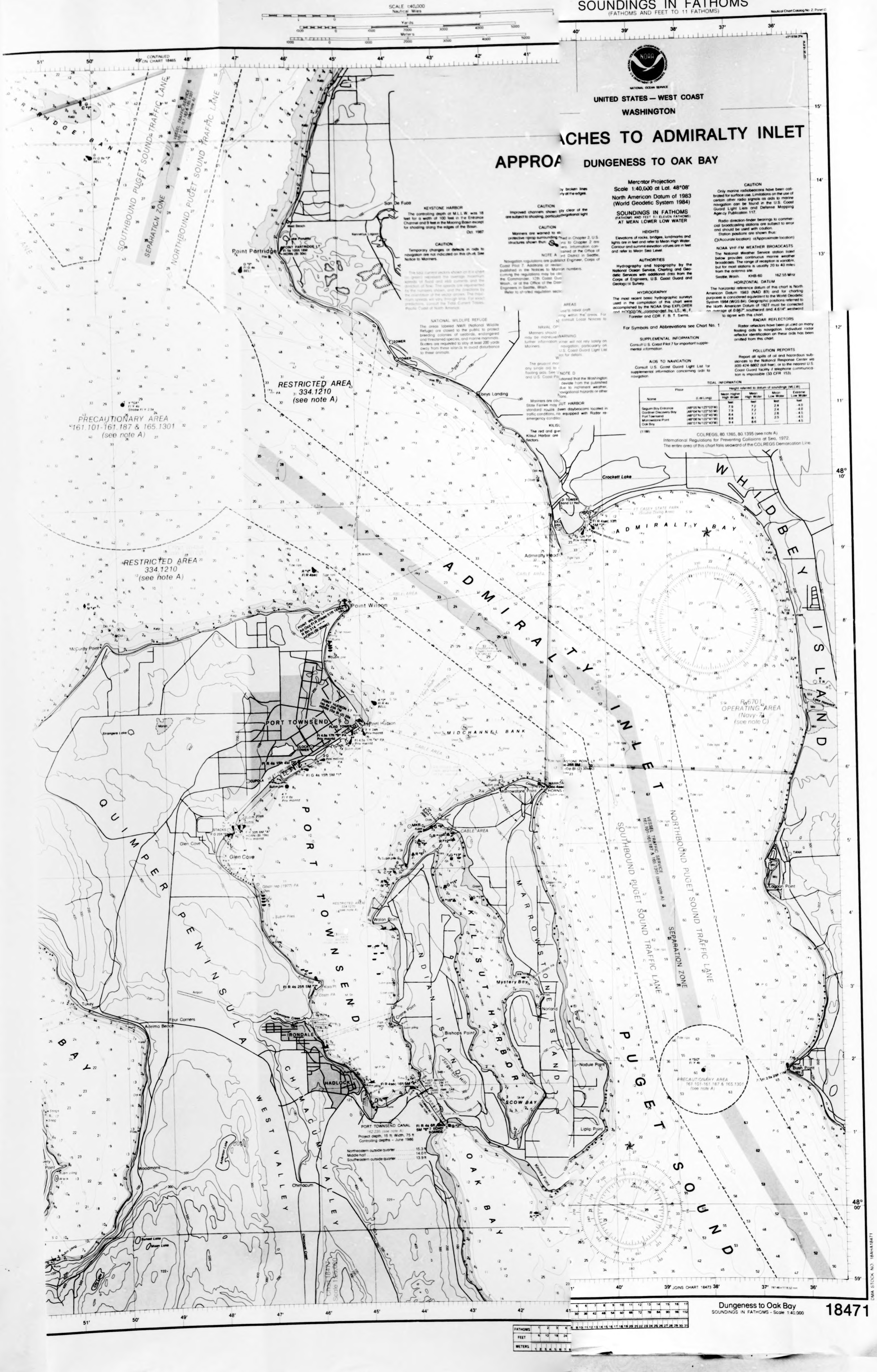
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE



NATIONAL OCEAN SERVICE

UNITED STATES — WEST COAST
WASHINGTON

APPROACHES TO ADMIRALTY INLET
DUNGENESS TO OAK BAY

Mercator Projection
Scale 1:40,000 at Lat. 48°08'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, U.S. Coast Guard and Geological Survey.

HYDROGRAPHY

The most recent basic hydrographic surveys used in the compilation of this chart were accomplished by the NOAA Ship EXPLORER and HODGSON, commanded by LT. W. F. Forester and CDR. F. B. T. Siems.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Seattle, Wash. KHB-60 162.55 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.667" southward and 4.614" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

Place Name	(Lat/Long)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Sequim Bay Entrance	(48°05'N/123°03'W)	7.9	7.2	2.4	-4.0
Gardiner Discovery Bay	(48°04'N/122°55'W)	7.9	7.2	2.4	-4.0
Port Townsend	(48°07'N/122°45'W)	8.4	7.7	2.6	-4.5
Marrowstone Point	(48°06'N/122°41'W)	8.8	8.1	2.5	-4.5
Oak Bay	(48°01'N/122°43'W)	9.4	8.6	—	-4.5

(1188)

COLREGS, 80.1385, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

KEYSTONE HARBOR

The controlling depth at M.L.L.W. was 18 feet for a width of 100 feet in the Entrance Channel and 9 feet in the Mooring Basin except for shoaling along the edges of the Basin.
Oct. 1987

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

NATIONAL WILDLIFE REFUGE

The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash., or at the Office of the District Engineer, Corps of Engineers in Seattle, Wash.
Refer to charted regulation section numbers.

Dungeness to Oak Bay
SOUNDINGS IN FATHOMS - Scale 1:40,000

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